

# The Illustrated War News.



*Photograph by Wyndham.*

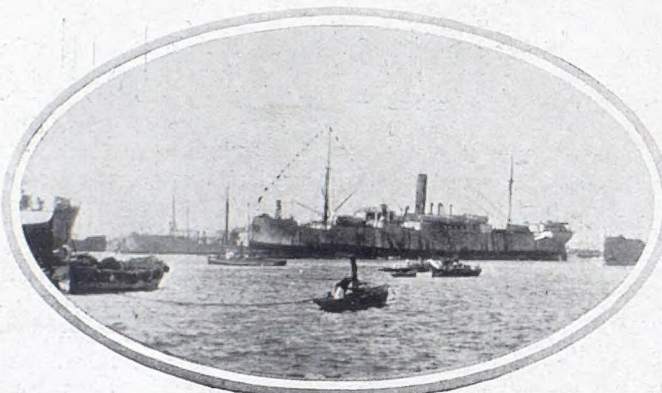
SHOWING THE ELABORATE SHIELDS: SOME OF THE NEW FRENCH POSITION-GUNS WHICH GIVE THE ALLIES THE "ASCENDANCY."



## THE GREAT WAR.

THE world has been so thoroughly occupied with the topic of the "Blockade" this week that events of real and tangible importance have been stunned to death by the impact of many words. The blockade, indeed, with all its mystical frightfulness, will be an obsession until time proves its value or its futility, or until some emphatic action on sea or land distracts people's minds from its theories and its uncertain utility. At the time of writing the main thing that concerns us is the fact that Germany has apparently got herself into an inextricable tangle with America and the neutral Powers. Her note to America, a commingling of plaint and protest, has not at all helped her case with that nation, and she has also made Norway and Sweden and Denmark angry by refusing to consider any form of ship-painting or name-displaying as an aid to immunity. This is, no doubt, because although Germany talks steadily about submarines, she intends to do much of her ship-sinking with mines, and, in fact, this must be the case, for on a mere arithmetical basis, her submarine flotilla is inadequate.

All this signifies a very grave issue, not for Great Britain, whose shipowners are still imperturbable and incredulous, but for Germany herself. And this gravity need not arise from any active steps in hostility put forward by the neutral Powers, but in a quiet and passive resistance to her "frightfulness." From



CELEBRATING THE KAISER'S BIRTHDAY UNDER DIFFICULTIES:  
AN INTERNED GERMAN VESSEL DRESSED FOR THE OCCASION.

The rejoicings upon the birthday of the Kaiser were occasionally carried out in unpromising circumstances. We show the German s.s. "Otroito," a tender of the "Kronprinz Wilhelm," interned at Las Palmas, but patriotically dressed.

Photograph by Underwood and Underwood.



THE FIRST CARDIFF RECRUITS FOR THE WELSH GUARDS: OUTSIDE THE RECRUITING STATION.

Colonel William Murray-Threipland, who has the King's authority to raise the new Battalion of Guards, paid a visit to Cardiff the other day and found recruiting progressing briskly. Our picture shows some of the earliest recruits in Wales for the new battalion gathered outside the recruiting station in Queen Street, Cardiff. Colonel Murray-Threipland is closely connected with the Rhondda Valley district both by marriage and residence. — [Photograph by Newspaper Illus.]

Norway comes the report that if Germany intends to stop, or to try and stop, oversea trade with Great Britain, then the Norwegian ship-owners will, on their own accord, stop trade with Germany. The report may be but a report, but it has the germs of an action in it for all neutral nations. Germany is in a fair way towards estranging even those who can help her, and if she succeeds in her self-killing ordinance, she will be the prime factor in helping to starve her people.

There is another grave issue to be considered by Germany, also. For the past two weeks the population has been worked up to an almost hysterical state of excited expectation of what is going to happen to hated Britain on and after "The Day." Wild and quite impossible promises have been made with the reckless freedom of ignorance; a unique and impossibly large fleet of mine-dropping

submarines has been created for the special gratification of an eager public, a fleet which could only have been constructed on paper in the pitifully short time allowed for their building. The whole of Germany is in a state of bubbling expectation, and that state is highly alarming. Some of the newspapers have recognised this danger, and have warned their public that the blockade will take time, that nothing dramatic or startling must be expected; yet these warnings have come a little late; the harm has been done; and the bulk of the German people are confidently anticipating the complete starvation of Britain, and the end of the war in three weeks.

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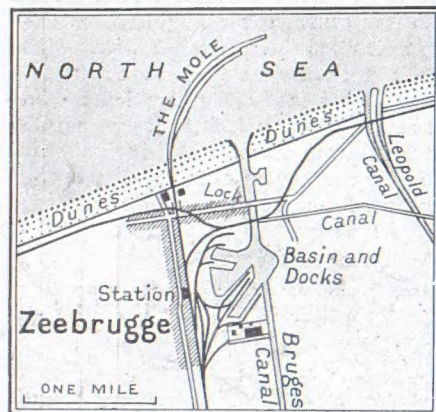
**A FALSE FOREST SET UP TO CONCEAL A GERMAN POSITION! AN ENEMY TRENCH IN FRONT OF AN ARTIFICIAL WOOD.**

This illustration, from a German paper, has a special interest as affording an instance of the painstaking care that the enemy take to conceal their positions of importance. The locality is stated to be "in the Western war-theatre." In order to create a background for the trenches at that point, and to serve as a screen for something else behind, in all likelihood a battery of big guns, a sparsely growing

copse of straggling fir trees on the spot has been artificially thickened, by transplanting fir poles and trunks brought from elsewhere in the neighbourhood. The result of the process is to produce the appearance at a short distance of a dense, close-set wood of growing firs interspersed with larches, which are naturally bare in winter.



The moral of this is perfectly obvious. We must be a beaten nation in three weeks' time, and if we are not, the German newspapers and official talkers who created this high hysteria will have to be prepared for the depth of depression and gloom that will arise in the German Empire. That gloomy depression is not going to help Germany to carry on this war with unharassed efficiency; it will certainly arise.



AN OBJECTIVE OF THE AIR-RAIDS ON GERMAN SUBMARINE-BASES: ZEEBRUGGE, WHERE BOMBS WERE DROPPED ON THE POWER-STATION, LOCKS, AND GERMAN MINE-SWEEPING VESSELS.

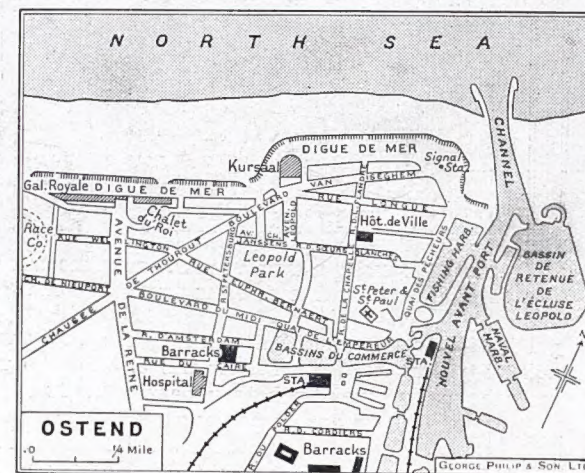
*Dinorah* was attacked near Dieppe, and though she suffered a hole some ten feet in extent, she was able to gain Dieppe with nothing more dangerous than a slight list, her watertight compartments saving her. Graver news comes from the Irish Sea, for not only has a submarine appeared off the British coast in those waters once again, but her successful attack was accompanied by the loss of four lives. This was in the case of the Cardiff steamer *Cambank*, torpedoed without warning off the Anglesey coast. The third engineer and two firemen were killed, presumably by the explosion, and a donkey-man was drowned while jumping for the boat that saved the rest of the crew. There were also rumours in Liverpool that four other ships had been sunk, and elsewhere fears are entertained for the safety of several overdue coastal vessels. It is almost useless to comment on these losses to date, for they represent no greater activity on the part of the enemy's submarines than

As far as the practical purposes of the raid can be ascertained to date, the results are certainly meagre. A few vessels have been torpedoed or mined, and though the majority of these are British or French, it is significant that two of the vessels so attacked belong to the neutral State of Norway. One of these Norwegian ships, the *Bjoerke*, foundered; but the other, an oil-tank ship, the *Belridge*, was able to gain the Deal roadsteads, though badly holed, and was later towed to the London Docks for repair. She was not the only vessel to escape after having been struck by the powerful charge of a torpedo's war-head. The once-German, but now French, steam-ship

has been shown at any other time during the war. We do not know the force of submersibles acting against us at the present moment, but if Germany has turned on to us all her powers of underhand and under-water attack, the scope of their work shows to small effect, and there is certainly little in it to engender hope or enthusiasm or excitement in the German Empire.

Germany, indeed, presents a strange psychological tragedy of over-excitement and then its reacting over-melancholy. For a people who pose as level-headed and sternly practical, they are strangely febrile. At the present moment they are off in the wildest enthusiasm about events in East Prussia. It must be said for them that here they have—for to-day—reason for rejoicing. We have only to examine the *communiqués* of both Berlin and Petrograd to recognise the indubitable fact that Russian armies have gone back, and it is not at all impossible that the real ability of von Hindenburg has made that retirement as trying as it could be under any circumstance. Yet when all is said and done, when we read of the capture of 64,000 prisoners, and the decimation of an army, though it was apparently strong enough in its retreat to retain all save fifty of its guns, we are still content to wait without feeling nervous until Russia sends us her full reports on the battle. We cannot forget, as I said last week, Russia's unique flexibility and equanimity of front under all conditions, and our opinion is backed up by the definite and un-

excited statement from Petrograd itself, that this new aggressive in East Prussia was foreseen some time before it eventuated, and that steps were taken to counteract it. There



ATTACKED IN THE TWO GREAT AIR-RAIDS ON GERMAN SUBMARINE-BASES: OSTEND, WHERE THE STATION WAS APPARENTLY DESTROYED AND BOMBS WERE DROPPED ON THE HARBOUR BATTERIES.

before it eventuated, and that steps were taken to counteract it. There

(Continued overleaf.)





LANCE-CPL. MICHAEL O'LEARY, V.C.  
— 1<sup>ST</sup> BATT<sup>N</sup> IRISH GUARDS. —



LIEUT. PHILIP NEAME, V.C.  
— ROYAL ENGINEERS. —



THE LATE CAPT. J.F. VALLENTIN, V.C.  
1<sup>ST</sup> BATT<sup>N</sup> SOUTH STAFFORDSHIRE REGT.



THE LATE LT. F.A. DE PASS, V.C.  
34<sup>TH</sup> PR. ALBERT VICTOR'S OWN POONA HORSE



LIEUT. A. MARTIN-LEAKE, V.C.  
ROYAL ARMY MEDICAL CORPS.

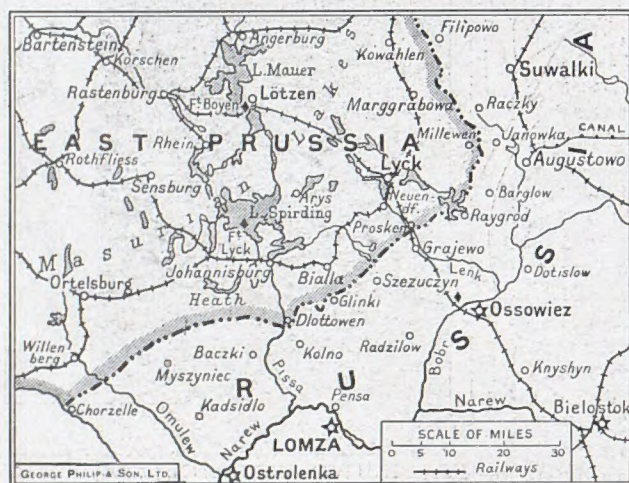
INCLUDING O'LEARY, OF THE IRISH GUARDS, AND THE "DOUBLE V.C.": SOLDIERS WHO HAVE BEEN AWARDED THE VICTORIA CROSS.

Among recipients of the Victoria Cross "for conspicuous acts of bravery and devotion to duty" are Lance-Corporal (now Sergeant) Michael O'Leary, who killed five Germans and then attacked a second barricade, killing three more, and practically capturing the position by himself.—Lieut. Neame held back the enemy and rescued wounded near Neuve Chapelle, despite heavy firing.—The late Captain J. F.

Vallentin was struck down when leading an attack at Zillebeke. His bravery and ability largely led to the capture of the enemy's trenches.—Lieut. Arthur Martin-Leake, R.A.M.C., already a V.C., has the unique distinction of a clasp, for tending wounded under fire, near Zonnebeke.—[Photos. by Newspaper Illustrations, Heath, Bassano, and Hoppé.]



is also to be considered the attitude of the Russian Headquarter Staff, which persists in ignoring all Germany's paeans of victory, and talking as though the real decisive battle on this front were still to be fought. In truth we can well await events. Germany is following the Slav armies into Russian territory; she is leaving behind her strategic advantages of railway and intimate knowledge of topography; and what her own feelings for the future are, can be gauged by the fact that she has warned the refugee population of the province she has just freed that there is danger in leaving the fortress towns along the Vistula and returning to their homes. Germany thus goes forward to her attack with every effort, but perhaps without extreme hopefulness. Her object, without doubt, is to drive down from the northern flank against Warsaw, and to gain in this way what she has lost by frontal attack. Before Germany, however, there is not a very promising task. She has in front of her powerful armies, supported by the strong line of forts that extend



THE CENTRE OF INTEREST AT PRESENT ON THE RUSSIAN FRONT: EAST PRUSSIA AND THE MASURIAN LAKES—SHOWING AUGUSTOWO, OSSOWIEZ, AND LYCK.

August, and has already a failure to his account. On the Carpathian front the war continues in its teasing contrasts; yet here, too, Russia's position does not call for anxiety. The German and Austrian forces are working their way towards the capital of Bukovina, Czernovitz, have, even,

according to the Austrian *communiqué*, entered the town; but along the entire length of the Carpathians they have been held and more than held. The Bukovina success is negligible, for it can lead nowhere in particular. On the other hand, along the Carpathian line, where Germany is failing, success might mean everything. To gain a passage through the passes into

Galicja would be to turn the flank of the Russians about Czernovitz, intimidate the line that is pushing towards Cracow, and possibly relieve ill-conditioned Przemyśl. This point is a point to note, for what is happening in the Carpathians is happening at most sections of the Russian front, Warsaw included: where it is important for Russia to be unyielding, Russia remains unyielding.

Her retirements are along lines that have no real meaning on current events. Our own efforts this week have been mainly in the air. The aeroplane raid of last week was repeated with even greater dash at the beginning of this. Forty aeroplanes joined in the raid; Zeebrugge again came in for an uncomfortable bombardment; and works at Ostend and Middelkerke were attacked. In this raid our Naval men had the very practical support of eight French pilots, who flew over and intimidated the German aviators in the aerodrome of Ghistelles, so that our men were able to do their work unattacked. It was a capable piece of business altogether, and much more sound and practical than all the threats of submarine-blockading. It makes much more pleasant reading, too, when taken in conjunction with the failure and wreck of one certainly, and perhaps two Zeppelins. As has been anticipated in these notes, the unwieldy dirigibles broke down completely when they met rough weather. An attack of

[Continued overleaf.]



THE SCENE OF A NEW AUSTRIAN MOVEMENT: THE BUKOVINA AND THE SOUTH-EASTERN PASSES OF THE CARPATHIANS.



## L'ECHO DES MARMITES

N° 2

Vendredi 1<sup>er</sup> Janvier 1915.

N° 2



Seul quotidien périodique  
Aucun fil spécial avec Berlin  
Service gratuit dans les tranchées.



## Avis de la Rédaction.

Nous ne voulons pas commencer l'année 1915 sans adresser nos vœux bien sincères à tous nos camarades. Ces vœux sont ceux de tous les Français à l'heure actuelle: la Victoire suivie d'une paix heureuse qui nous délivrera du joug germanique pesant sur nous depuis six ans.

Nous envoyons un souvenir ému aux familles de tous nos camarades tombés au Champ d'Honneur et nos meilleurs vœux à tous les âmes chères qui, bien qu'éloignées de nous, nous suivent constamment par la pensée.

Nous remercions tous nos lecteurs de l'accueil sympathique réservé à notre premier numéro. Nous nous excusons du retard apporté à notre deuxième numéro, retard dû à notre séjour aux avant-postes.

Nous nous efforçons par la suite de faire paraître L'Echo des Marmites au moins deux fois par mois.

Enfin nous adressons nos plus chaleureux remerciements à nos grands Confères: Journal des Débats, Le Figaro, L'Echo de Paris, Excelsior, Le Cri de Paris, L'Intransigeant, la Presse et la Patrie, qui ont, sans la moindre indulgence, la modestie de notre modeste camarade et en ont publié des extraits.

La Rédaction.

## Un peu de Tout.

L'Honneur Britannique sur le Front.

- Pourquoi l'est-il engagé?
  - N'est-il célibataire, sans famille etc.
  - J'aime la guerre, et toi?
  - J'avais une femme, une belle-mère et j'aime la paix.
- De "Punch" de Londres

Notre confrère "L'Illustration" dans son numéro du 24 Décembre dernier nous rappelle quelques statistiques bien connues, affirme-t-il, mais qu'il a bien fait de nous remémorer, car en campagne les chiffres s'oublient vite. Avez-vous combien les Autrichiens tiraient de balles à obusiers: 8400.000 pour mettre hors de combat 12000 hommes. La balle pesant 50 grammes, il fallait donc 126 kg de plomb par homme mis hors de combat. A Gravelotte, par suite du perfectionnement du fusil, au lieu de 1200 balles par homme, il n'en fallait plus que 1300 pesant 32 ou 33 kilos. Notre confrère tient pour certain que le chiffre pour la campagne actuelle sera plutôt plus élevé qu'en 1871. L'Echo des Marmites n'a pas encore d'opinion à cet égard.

Ce que les grandes guerres ont coûté

Les guerres de Napoléon 1<sup>er</sup> de 1804 à

EDITED IN THE TRENCHES: A NEWSPAPER PRODUCED BY FRENCH SOLDIERS.

"L'Echo des Marmites" is probably unique among newspapers, for it is written and edited in the trenches by two French sergeants and published within the firing-zone. We reproduce here the front page of the number for New Year's Day, which, it will be noted, contains a joke from "Punch." The heading states that the journal has "no special wire from Berlin."—[Photo. by Barratt's Photo. Press.]

A BIG FACTOR IN OUR ARTILLERY 'ASCENDANCY': A "SPOTTER" TELEPHONING.

The artillery observer, or "spotter" as he is called, telephones from the observation-post to the gunners the results of their shots and the position of the target. "Eye-Witness" on February 8 wrote: "A great feature of the recent fighting has been the accuracy of our artillery fire," and said that the British artillery had obtained an "ascendancy" over that of the enemy.—[Photo. by Clarke and Hyde.]



snow is said to have been the prime cause of the failure of the vessels, and foul winds completed the aerial débâcle. The two great ships, the "L 3" and "L 4," have proved themselves expensive follies, and the sense of spiritual and material loss is not mitigated in Germany by the fact that every expert of worth in the country, apart from the infatuated Emperor and Count Zeppelin himself, had prophesied just such a doom as overcame them.

The week closes with the very happy and useful news that a combined fleet of British and French war-ships under Vice-Admiral Sackville H. Carden



ONE OF THE HEROIC MINE-SWEEPERS SPECIALLY COM-  
MENDED BY THE ADMIRALTY: SKIPPER GEORGE W.  
THORNTON.

Skipper Thornton, of the East Coast mine-sweeping trawler "Passing" seen in the centre between two of his crew, has been specially named in the Admiralty statement of February 18 for "good service done under dangerous conditions." The "Passing" was blown up on December 19 while clearing away the mines dropped off Scarborough by the German "baby-killing" squadron.—[Photograph by Topical.]

has bombarded the forts at the entrance to the Dardanelles. After firing at extreme range, when the forts were unable to answer, the squadrons moved in and subjected the works on both European and Asiatic sides to a searching fire with their secondary armaments. There was some reply, but it was totally ineffective, and all the forts on the European side and all save one on the Asiatic were steadily silenced. The work was done without loss of either man or ship to ourselves, though Turkish reports create casualties with a true Germanic fervour. The toll of damage done to the enemy is difficult to ascertain, because most of the forts are earthen, and results do not show up as in the case of concrete

and steel; yet it may be taken for granted that the accurate shooting of the British fleet, which has been a feature of this war, made itself felt here in a most pronounced way, and that probably those forts which were silenced were silenced for good and all. It is not, however, the mere report of the action that has caused a wave of approbation to run through the country. The uses and importance of the Dardanelles are fully realised in Great Britain, and this attack meets with the wishes of all who desire to see the Dardanelles open and free for the passage of the Allied ships. Not only would this happy result enable the forces of Russia, France, and Great Britain to link up, it would also help the Allies to strengthen their hands in many exceedingly vital ways. It would help to solve the supply question by enabling Russia to send almost endless cargoes of grain to the western Allies, and it would help those Allies to come to the material aid of Russia by sending her the arms and munitions of war that she so needs, the lack of which is retarding her greatest and most effective strength. Finally, it would help to complete the circle round Germany and Austria; and the encirclement and the steady constriction of that circle means our enemies' ultimate defeat.

The land campaign in the west has not made any material progress, though the steady work continues without slackening. There has been activity before our own troops about Ypres; some day assaults and some right attacks have been launched, but these have been easily held. At Perthes the French have made a small advance of some importance, and have driven the Germans from the crest of a hill they have held with great obstinacy for many weeks. In the Argonne there has been a deal of fighting, with very little to choose between either side. The west, indeed, remains quietly active, the Allies stealing their small but valuable gains by slow and sure degrees.

LONDON: FEBRUARY 22, 1915.

W. DOUGLAS NEWTON.



PRAISED BY THE KAISER FOR HIS  
"MASTERLY HAND": GENERAL  
VON EICHHORN.

General Hermann von Eichhorn is the first of the Generals specially praised by the Kaiser for successfully conducting the recent operations in East Prussia under Marshal von Hindenburg's leadership. He is stated to have carried out the operations "with a masterly hand." At the outbreak of the war, General von Eichhorn commanded the 18th Army Corps.

Photograph by E.N.A.



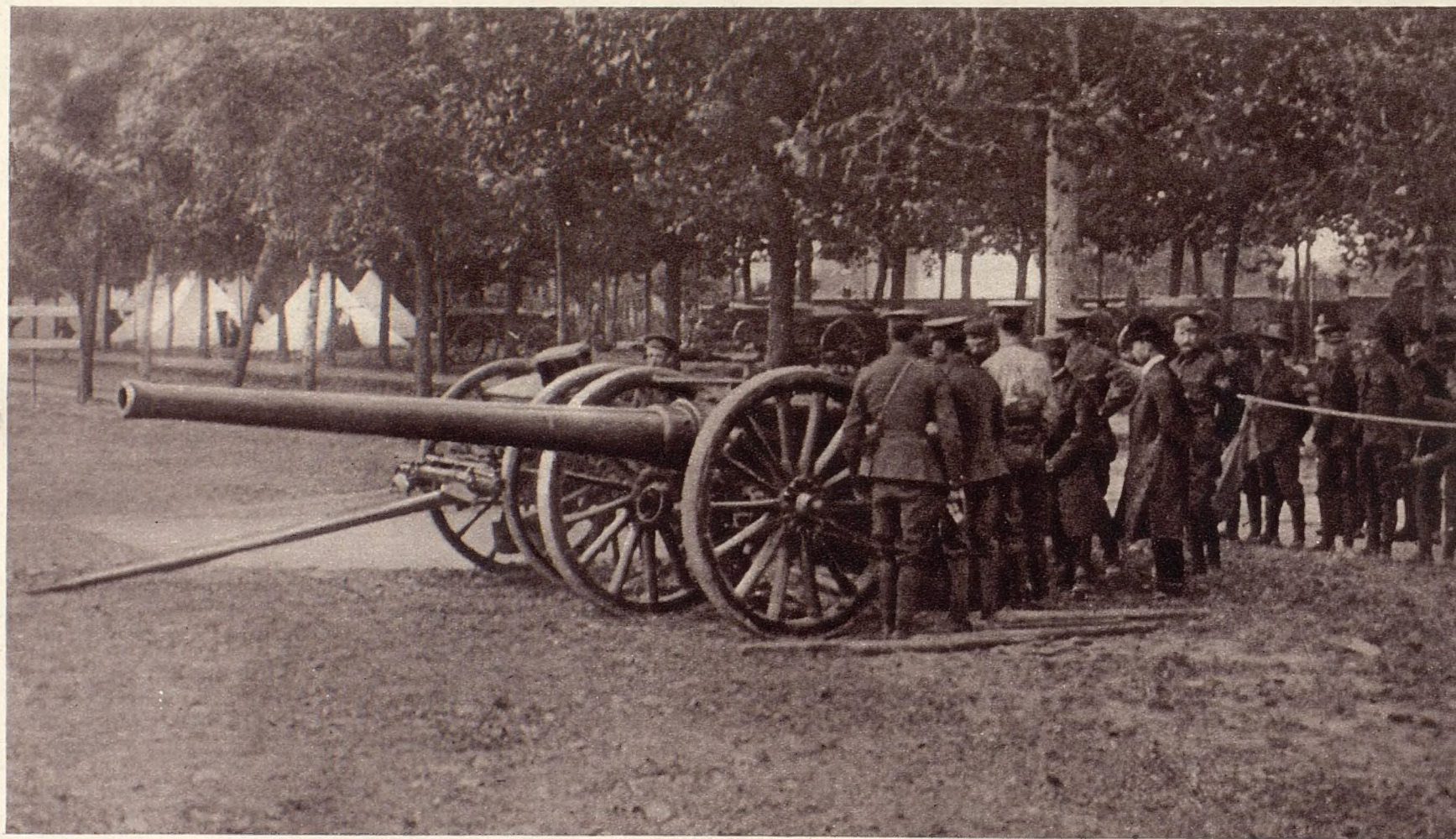


THE WEEK-END AWAY FROM THE FRONT: BRITISH OFFICERS AND MEN ON SHORT LEAVE FROM THE TRENCHES ARRIVING AT VICTORIA.

In its way, one of the most extraordinary incidents of the war is the homecoming on short furlough of our officers and men from the front. They arrive on most days at Victoria by the afternoon boat-train. Unprecedented an occurrence in warfare as the arrangement is, these arrivals direct from the battlefield bring home to one more almost than anything else how near the war is to us to-day. Most of the

men arrive in mud-stained khaki, mud-clogged boots, and shaggy skin winter-campaigning-coats—just as they rushed off on being relieved in the trenches, to catch the train for the port of embarkation. The officers, on the other hand, as a rule, appear almost as well groomed as ever. The whole scene is a new thing in the detail of modern war.—[Drawn by A. C. Michael.]





OUTMATCHING THE ENEMY IN WEIGHT OF METAL: A BRITISH HEAVY GUN IN FRANCE, WITH ADMIRING SOLDIERS ROUND IT.

"Eye-Witness," and Sir John French himself, and a multitude of letter-writers from the front have told us how, at length, the Allies in the Western area of operations are outmatching the enemy in the "weight of metal" of their heavier campaigning artillery, and have obtained at all points a marked ascendancy. One of the latest British position-guns designed for service on the battlefield, for firing

heavy shells at long ranges, is shown above, in France, undergoing a critical inspection by a number of men off duty. The unusual length of the gun-barrel will be remarked. Since the trench warfare along the Aisne began, the French artillery has been reinforced by position-guns of exceptional size which have proved a valuable supplement to the work of "*notre incomparable 75*."—[Photo. Underwood and Underwood.]





"LA TRICOTEUSE": A HEAVY FRENCH 120-MM. GUN ON THE AISNE.

For some months the French artillery have been using their new heavy gun, and, like the British, have gained an ascendancy over the enemy. The gun is intermediate in size between the "75" and the Raimbault. The French batteries on the Aisne, where artillery-duels are frequent, are skillfully hidden from air-scouts. The gun here shown is nicknamed the "Tricoteuse" (knitter).—[Photo: Central Press.]



WITH A SHELL WEIGHING 1000 LB.: A 12-INCH AUSTRIAN SIEGE-HOWITZER.

It has been stated that practically all the performances in the war credited to the Krupp 42-centimetre siege-mortar have really been accomplished by the Austrian 30.5-centimetre (12-inch) siege-howitzer. These big Austrian guns are made at the Skoda Works, at Pilsen, Bohemia. The total weight of the gun, with recoil-gear and mounting, is over 28 tons. The shell weighs more than 1000 lb.





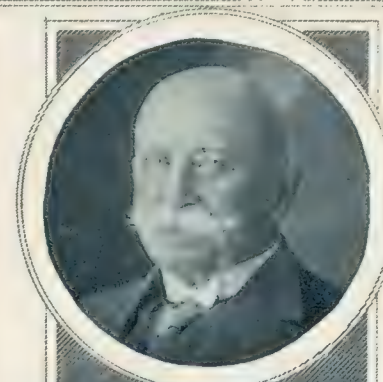
**4<sup>TH</sup> THE CROWN PRINCE  
RUPPRECHT OF BAVARIA.**  
(BRACKETED WITH WÜRTTEMBERG.)



**5<sup>TH</sup> THE GERMAN EMPEROR**



**1<sup>ST</sup> FIELD-MARSHAL VON HINDENBURG.**



**3<sup>RD</sup> COUNT ZEPPELIN.**



**4<sup>TH</sup> THE CROWN PRINCE  
OF WÜRTTEMBERG**

THE GERMAN EMPEROR MERELY FIFTH IN POPULARITY IN HIS OWN COUNTRY! GERMANY'S NEW "ORDER OF MERIT." It would appear from an article by a "Neutral Observer," published in the "Times," that the Kaiser is now fifth, instead of first, in popularity in his own country. The writer says: "Strangely enough, one hears little talk of victory, little boasting over the prowess of the German arms, and, stranger still to a foreigner, the Emperor's name rarely, if ever, figures in the conversation. In point of popularity

with the people he ranks about fifth. Hindenburg, the victor in Poland, is, of course, the national hero, though among the well-informed his Chief of Staff, Ludendorff, is given the credit for these victories. For the war on the Eastern frontier is, to the Berliner, of far more interest and import than the campaign on the Western front. Next comes the Crown Prince, and nothing could attest his rising fame

[Continued opposite





*Continued.* PROVED MORE POPULAR THAN HIS FATHER BY THE GERMAN OFFICERS' NEW MOUSTACHES! THE GERMAN CROWN PRINCE.

more strikingly than the fact that the bristling moustaches, 'à la Kaiser' have practically disappeared, all officers having clipped their moustaches to the 'tooth-brush' style worn by the heir to the Imperial Throne. After him, and running a close third, comes Count Zeppelin, the man who has made England shiver and quake with fear, and mope about in the dark, to the delight of all Berliners. Then, Crown Prince Rupprecht of Bavaria and the Crown Prince of Württemberg, both having proved themselves great military leaders. Then the Emperor." It would be interesting to know the German Emperor's personal opinion of his position on the ladder of popularity, especially in regard to his son and heir. In the last photograph the Crown Prince is seen (on the right, with the King of Saxony.





**A DIFFICULT MARK—OF THE KIND OUR GUNNERS HIT: A BATTLE-SHIP IN A SEAWAY, HALF-HIDDEN BY THE WAVES.**

This illustration of a battle-ship in a seaway (as it is called), intermittently half-hidden in the trough of the waves, shows one difficulty that naval gun-layers have to overcome. At the same time, assuming the vessel seen to be an "enemy," the ship firing at her would herself be rolling heavily or, if attacking end-on, be pitching bows in air one moment, partially submerged the next, and the gunners would be

firing, practically, snapshots from an unsteady platform. Mechanical devices are fitted to all ship-guns to counteract the difficulty, but more important is the personal efficiency of "the man behind the gun." As to that, remembering how our seamen-gunners did their work in the Dogger Bank action and elsewhere, we need have no qualms.—[Photo. by Cribb.]





**STRIPPED FOR THE FIGHT: A BRITISH DREADNOUGHT CLEARED FOR ACTION—NAKED AND GRIM.**

"Naked and grim, like a man swimming with a knife between his teeth—a wet and streaming hull thundering through heavy, rain-hammered seas." Our illustration of one of Sir John Jellicoe's Dreadnought battle-ships stripped for battle, with decks bare and guns pointed in readiness to deliver a broadside from all her guns in one terrific salvo, by showing what a British ship of the line cleared

for action looks like, satisfactorily bears out the description quoted. Bulwark rails are unshipped, all deck gear is removed; everything above is made fast. The boats are filled with water as a precaution against fire, or lowered into the sea. Everything of wood, furniture and fittings not indispensable to the working of the ship in action, goes overboard, and the decks are sluiced and flooded.—[Photo. by Cribb.]



## Little Lives of Great Men.

### VI. ADMIRAL JELlicOE.

SIR JOHN JELlicOE was born at Southampton fifty-four years ago. His father, Captain John Jellicoe, a director of the Royal Mail Steam Packet Company, and a fine type of the merchant sailor, lived long enough to see his son in command of the Grand Fleet in the greatest of naval wars. He died last September, one of the most honoured and beloved of our veteran seamen. Sir John Jellicoe's schooldays were spent at Rottingdean, from which he passed into the *Britannia* training-ship, where he took all the prizes, but was only allowed to keep three. At the Royal Naval College he won the £80 prize for gunnery. He had the luck to see war-service early, and as a Lieutenant on board H.M.S. *Agincourt* took part in the Egyptian War; and was awarded the Khedive's Bronze Star. In 1886, while serving on board H.M.S. *Monarch*, he took part in an exciting and perilous attempt to rescue the crew of a merchant ship off Gibraltar. In 1893 he went down with the *Victoria*, when she was rammed by the *Camperdown*. Jellicoe, then Commander of the *Victoria*, was lying ill of fever when the accident happened. When called to get up and save himself, he did not go on deck, but, weak and ill as he was, struggled below to hurry up stragglers. Luckily for Britain, he at last got clear of the wreck, was supported in the water by a midshipman, and was picked up greatly exhausted. In 1900 Captain Jellicoe won further distinction during the Boxer Rising in China. He served as Admiral Seymour's Flag-Captain, and his name



THE COMMANDER-IN-CHIEF OF THE BRITISH GRAND FLEET:  
ADMIRAL SIR JOHN JELlicOE, G.C.B., K.C.V.O.

Photograph by Speaight.

stands first on the list of recommendations for the Admiralty's favourable consideration. He is there described as an officer who was, "as always, of most valuable help, both by his judgment and action, till disabled by a serious wound at the battle of Peitsang on June 21, 1900." On his return from China in the following year, Captain Jellicoe married one of the daughters of Sir Charles Cayzer, Bt., the head of the Clan Line. Some years earlier Sir John Jellicoe had acted as assistant to Lord Fisher, when the present First Sea Lord was Director of Naval Ordnance. That post Sir John himself held from 1905 to 1907. He had previously served as Naval Assistant to the Controller of the Navy and as Commander of the *Drake*. His Directorship of Naval Ordnance and Torpedoes was marked by an extraordinary improvement in the gunnery practice of the Navy. Promoted Rear-Admiral in 1907, Sir John hoisted his flag on H.M.S. *Albemarle*, as second in command of the Atlantic Fleet. A year later he became Third Sea Lord and Controller of the Navy. In December 1910 he took command of the Atlantic Fleet. In 1912 he became Second Sea Lord. Conspicuous ability had from his midshipman days marked out Jellicoe for great things, and it was inevitable that last August should see him placed in supreme command of the Grand Fleet. As yet he has not had full opportunity to show the enemy all this means, but in the Battle of the Bight, the raid on Cuxhaven, and the Battle of the Dogger Bank he has already given him a salutary taste of his quality. When his Day comes, Jellicoe will put the crown to his life-work.





**THE DUTCH TAKE PRECAUTIONS AGAINST GERMAN SUBMARINE "ACCIDENTS": PAINTING THE "INSULINDE" WITH THE NATIONAL COLOURS.**

In view of Germany's warning to neutral ships not to enter the "blockaded" area round the British Isles lest they should be mistaken for enemies by German submarines, the steamship companies of Amsterdam and Rotterdam have had their vessels painted prominently with the Dutch colours. The Rotterdam-Lloyd Steamship Company is having its vessels painted with a broad band of the national

colours round the sides, and the ship's name in large lettering. The Nederland Steamship Company is having its ships' names illuminated at night. The German Admiralty, it is said, advised placing the flag and name on neutral ships high above the water-line, as German submarine-officers would raise their periscopes as little as possible, and the lower part of a steamer's hull might not be visible to them.





WHEN GERMAN SUBMARINES SANK STEAMERS POLITELY AND HANDED ROUND CIGARS: THE ATTACK ON THE "LINDA BLANCHE."

The "Linda Blanche," of Bangor, was one of the three British steamers sunk in the Irish Sea on January 30 by a German submarine believed to be the "U 21." The steamer was bound from Manchester to Belfast when a submarine rose near her, eighteen miles from the Liverpool Bar Light-ship. Captain Ellis, her skipper, was required to go on board the submarine with his ship's papers. Meantime

it came alongside the steamer, and the Germans handed cigars and cigarettes to the British crew. The latter were given ten minutes to collect their belongings and take to the boats. Four Germans boarded the steamer and placed two explosive shells with time-fuses, which shortly blew up and sank her. The crew rowed to a trawler, which took them to Fleetwood. The drawing is from a German paper.





AT THE MOMENT OF TORPEDOING BY A GERMAN SUBMARINE: A BRITISH MERCHANT-STEAMER SUNK "WITH ASTONISHING FRIENDLINESS."

This drawing, like that opposite, is from a German paper. Both represent incidents at sea before the German Navy announced its piratical policy of sinking merchantmen at sight without troubling about their crews. They were then showing some consideration for their victims, gave them time to take to their boats, and generally towed them to some light-ship or other point where help was available. This

was the case with the "Durward," torpedoed near the Maas Light-ship in January. "It was astonishing," said one of the crew, "with what friendliness they sent the ship to the bottom." In the above drawing the name on the ship's boat is "Monkey." The steamer, it will be seen from the explosion in her side, was torpedoed, and not sunk, like the "Linda Blanche," by shells with time-fuses placed on board.





PART OF THE MOST WONDERFUL WAR PHOTOGRAPH: THE CAPSIZED "BLÜCHER," WITH MEN CROWDED AFT AND IN THE WATER.

The "Illustrated London News" of February 20 contains what may well be described as the most wonderful war photograph that has ever been published, showing the German cruiser "Blücher," sunk in the battle of the Dogger Bank on January 24, at the actual moment of her capsizing. The photograph is even more impressive and realistic than that which appeared in the same paper of January 30.

taken at a slightly greater distance from the sinking vessel, and before she turned over on to her port side. In order the better to show detail, we do not give the whole photograph here, but, instead, two sections of it. That on the left-hand page shows a part of the "Blücher" towards the stern. The vessel is lying with starboard side uppermost and a number of her crew are seen huddled together on

*Continued opposite.*





WITH MEN SLIDING DOWN HER SIDE INTO THE SEA AND GUNS TILTED SKYWARD: THE CAPSIZED "BLÜCHER"—A FORWARD SECTION.

*Continued.* the side, some clinging to the torpedo-netting booms, while others are already in the water, their heads appearing as black dots above the surface. The right-hand page shows a section further forward. Here several of the crew are seen in the act of slipping down the ship's side into the sea, while water is pouring from the bilge-keel. Above appear the wrecked tripod foremast and a turret with two 8½-inch guns tilted skyward like high-angle anti-aircraft pieces. On the extreme right smoke and flames are seen issuing from a great rent in the ship's side torn by one of the British shells. Near the shell-hole a torpedo-netting boom whose fastenings have been shot away is hanging down, while the rest are in their usual position.—[Reproduced by Special Arrangement with the "Daily Mail."]





**AMERICA'S INTEREST IN HER FLEET QUICKENED BY THE GERMAN SUBMARINE MENACE: U.S. WAR-SHIPS IN BEING AND AS "RECOMMENDED."**

The German menace to neutral shipping has vastly increased American interest in the war, and caused the United States to examine their naval defences. This diagram, reproduced, by courteous permission, from the "Scientific American," is thus explained by that paper. "Light shading shows ships we have (authorised, built, and building); dark shading, ships the naval experts say we should have to render

the United States secure against invasion. The twenty-seven Dreadnoughts include two battle-cruisers." The drawing does not include all the ships of the U.S. Navy; only those of modern design. Congress is blamed for having reduced the programmes recommended by the General Board of the Navy. The success of battle-cruisers in the war and that of British destroyers against submarines is emphasised.





**WITH MILITARY HONOURS AND BRITISH NAVAL OFFICERS FOLLOWING THE COFFIN: THE FUNERAL OF CAPTAIN ERDMANN, OF THE "BLÜCHER."**

The death of Captain Alexander Karl Erdmann, of the German cruiser "Blücher," which took part in the raid on Scarborough, and was sunk in the battle of the Dogger Bank, took place in Edinburgh Castle Hospital on February 16, and the funeral was held on February 18, at Dewington Cemetery. The service was conducted by a German pastor. Military honours were paid to the dead enemy: the

coffin, covered by the German flag, was borne on a gun-carriage drawn by six horses; there was a firing-party of men of the 4th Royal Scots. Behind the gun-carriage were two British Naval officers. There are those who ask whether too much honour cannot be paid to a fallen foe, however brave, when he has taken part in such actions as the bombardment of unfortified Scarborough.—[Photo. by McGill.]





GRENADE-THROWERS LEADING A BAYONET ATTACK AT CUINCHY: A POSITION "BRILLIANTLY RETAKEN" BY THE 2ND COLDSTREAM GUARDS

This brilliant action by the Guards near La Bassée received special mention in the recent despatch from Sir John French. "On the 1st February," he wrote, "a fine piece of work was carried out by the 4th Brigade in the neighbourhood of Cuinchy. Some of the 2nd Coldstream Guards were driven from their trenches at 2.30 a.m. . . . A counter-attack . . . proved unsuccessful. . . . At 10.15 a.m., a heavy bombardment was opened on the lost ground for ten minutes; and this was followed immediately by an assault by about fifty men of the

2nd Coldstr  
which had  
the artillery





THE 2ND COLDSTREAM GUARDS AND THE IRISH GUARDS, AFTER "SPLENDID PREPARATION" BY THE ARTILLERY.—DRAWN BY R. CATON WOODVILLE.

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back . . . proved  
fifty men of the

2nd Coldstream Guards with bayonets, led by Captain A. Leigh Bennett, followed by thirty men of the Irish Guards, led by 2nd Lieut. F. F. Graham, also with bayonets. . . . All the ground which had been lost was brilliantly retaken; the 2nd Coldstream Guards also taking another German trench. . . . The General Officer Commanding 1st Division describes the preparation by the artillery as 'splendid, the high-explosive shells dropping in the exact spot.' The British bayonet attack was preceded by a line of bomb-throwers, seen in the foreground.





**"AS IF WE HAD A HUGE GERMAN ARMY AT OXFORD": BREAD THROWN TO FRENCH PRISONERS IN A CAPTURED FRENCH TOWN.**

This drawing from a German paper shows German troops marching French prisoners through an occupied French town, while the inhabitants throw food to their captured compatriots. The German officer on the left has that truculent look which, as it appears in so many "enemy" war-drawings, is evidently a characteristic of which the Germans are proud. The drawing recalls that striking passage in Mr. Lloyd

George's recent speech in Parliament on Allied finance, pointing out that France "for the moment bears far and away the greatest strain of the war in proportion to her resources. She has the largest proportion of her men under arms. The enemy are in occupation of parts of her richest territory. They are within fifty-five miles of her capital; exactly as if we had a huge German Army at Oxford."





**RETREATING BEFORE THE FLOODS: A GERMAN PICTURE OF WHAT THE ENEMY WENT THROUGH IN THE WEST FLANDERS INUNDATIONS.**

We owe something just now to the inundations in West Flanders, one of the incidents in connection with which forms the subject of the illustration above, reproduced from a German newspaper. Thanks to the fact that the water bars access to the coast road to Calais, while the Allies round Ypres bar the other road inland, *vi et armis*, the Germans are prevented from occupying the port which, above all

others, would have proved for them just now an ideal submarine-base. The illustration shows how the inundations forced the enemy to retreat from his entrenched positions near Nieuport in haste and helter-skelter, infantry, artillery, and commissariat details, all intermingled together and going off anyhow, floundering up to their knees through the swirling flood.





A BAYONET-CHARGE ON SKI IN THE SNOWY VOSGES: A BODY OF FRENCH CHASSEURS ALPINS, CUT OFF DURING THE

By their wonderful attacks and bayonet-charges on ski, the Chasseurs Alpins have won added renown in the Great War, especially during the fighting in the Vosges, which has for some time been conducted amid heavy snow. The French official *communiqué* of February 12 said: "In the Vosges our Chasseurs carried Hill 937, 800 metres north-west of the farm of Sudelle, in the region north of Hartmannsweilerkopf. This brilliant

feat of arms was carried out in a violent snowstorm, and only cost us insignificant losses." On the 15th it was stated: "Our skiers delivered a very brilliant counter-attack on the slopes of the Langenfeldkopf." One account of the fighting on ski at Hill 937 said that the Germans were strongly entrenched, and did not believe the French would attack. But the Chasseurs advanced during a thick snowstorm, which rendered

CAPTURE OF

them invisible, to the snow and w lines, and the C after firing a fe





**CAPTURE OF THE GERMAN POSITION ON HILL 937, BREAK-THROUGH SUPERIOR NUMBERS SURROUNDING THEM.**

them invisible to the enemy. At intervals, when the snow-flakes thinned, they dug themselves into holes in the snow and waited till the blizzard again hid them from the Germans. Thus they reached the enemy's lines, and the Germans, startled by the sudden appearance of ghostly figures out of the snowstorm, retired after firing a few shots. The French held the position, and repulsed an attempt to recapture it. During

the fight, forty Chasseurs on ski were cut off and surrounded by a stronger force. When summoned to surrender, however, they made a bayonet-charge, broke through the enemy, whom their unexpected onslaught took by surprise, and rejoined their comrades. It is this stirring episode which our artist has illustrated in the above drawing.—[Drawn by Frédéric de Haenen.]

**DURING THE**

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FROM THE HIDDEN GUNS TO THE TARGET INVISIBLE TO THE GUNNERS: SHELLS FIRED OVER A BRITISH INFANTRY POSITION TO STOP ADVANCING GERMAN TROOPS. Heavy guns and howitzers, a battery of four of which pieces is seen in action in our illustration, have their special rôle on the battlefield. From their normal position well in rear, they send their shells at long range over the heads of the infantry of their own side. To do this, it is not necessary for the gunners to see what they are firing at. Indeed, in most cases the guns are behind obstacles which make a view of the target, thousands of yards away, impossible. The howitzer-battery seen here in action is shelling the enemy during an attack in force on our troops in the trenches. The attack is taking place at some distance from the battery and out of direct view. In the section of the drawing to the reader's left the enemy's attack is seen in progress; the massed German columns are swarming forward intent on storming the British trench-

ADVANCING GERMAN TROOPS  
line in the foreground  
the four howitzers  
from the gun-muzzles  
right of the battery





POSITION TO STOP ADVANCING GERMANS; THE BATTERY-COMMANDER DIRECTING THE FIRE BY TELEPHONE; AND THE GUNS BEING FIRED ACCORDING TO HIS ORDERS.

shelling the enemy  
some distance from  
the enemy's attack  
the British trench-

line in the foreground. The huge shell-bursts of shrapnel above the advancing Germans come from two of the four howitzers seen in the right-hand section of the drawing, which, as the smoke trailing off in wisps from the gun-muzzles indicates, have just fired. No. 3 howitzer (counting, as usual, in the Service, from the right of the battery) is seen firing. The deep recoil of the gun-barrel on its slide-bed at the moment of

discharge should be noted. The recoil-cylinders absorb the shock of the discharge and return the gun to the position originally laid, obviating loss of time in aiming afresh at every round. In the centre section, we see the battery-commander with his field-telephone aide-de-camp on intervening high ground, checking the firing, and directing the gunners as easily as though he were standing beside them.—[Drawn by Alfred Bastien.]





**WELL "BLANKETTED" AGAINST THE BITTER WEATHER: AN AUSTRIAN PATROL RECONNOITRING AMID THE CARPATHIAN SNOWS.**

A dramatically tell-tale picture is this of an Austrian patrol in the Carpathians, warily reconnoitering in the snow. The leading officer has come to an abrupt stop, suddenly aware that the Russians are near, as his uplifted hand shows. Hastening to join him, in a crouching attitude, is another officer, revolver in hand. A third officer behind holds his bared sword ready. Nowhere, perhaps, on comparing

accounts from the different theatres of war, not even in Poland, is the intense cold so realised as on the snow-covered, wind-swept Carpathian uplands, and the strangely muffled-up appearance of the Austrian patrol (one soldier in the foreground is enveloped in what looks like a Scottish plaid) goes to prove the truth of the stories told.—[Photo. by Newspaper Illustrations.]





FOLLOWING OUR EXAMPLE, WITH A DIFFERENCE: GERMAN SOLDIERS WITH A DAY'S BAG OF BELGIAN HARES SHOT BY THEIR OFFICERS.

Not long ago it was mentioned that a British cavalry officer returning to the front after being on leave in England took back with him a pack of beagles, so that the officers of his brigade might relieve the tedium of waiting in reserve behind the lines by a little hare-hunting. The pack was lent by Mr. Ernest Robinson, of Liscombe, Leighton Buzzard. An interesting photograph of some British officers out with

the beagles at the front appeared in the "Illustrated London News" of February 6. Our photograph here shows that German officers in Flanders have also found time for a little sport, though they were not provided with beagles, but shot the hare, like their compatriot in "Struwwelpeter." British hunting is no longer done at the Front.—[Photo. by Newspaper Illustrations.]





**A REAL FLIGHT OF WILD DUCKS: AT A HEIGHT OF SOME 325 FEET, MUCH LOWER THAN OUR AEROPLANES FLEW.**

"The flight of aeroplanes was one of the most beautiful and marvellous sights I have ever seen. . . . The machines went off one by one in very rapid succession, just like a flight of wild ducks." So an observer, who saw the start of it, describes the beginning of the first raid by Commander Samson and his "Flying Squadron" on Zeebrugge and Ostend. The comparison is sufficiently apt, as is shown by

our illustration of wild duck in flight at a height of about 325 feet, nearly the height of St. Paul's Cathedral from the roadway to the cross. When quitting a place in haste for any reason, we are told, "whether on shore or on water, they spring up at once with a bound, rise obliquely to a considerable height, and fly off with speed." The "V" formation of wild duck flight is, of course, another story.





**THE NAVY'S "WILD DUCKS": THE START OF THE FIRST OF THE GREAT AIR-RAIDS ON THE ZEEBRUGGE-OSTEND DISTRICT.**

We see here the aerial squadron of thirty-four naval aeroplanes and seaplanes crossing the sea for the raid of February 12 along the coast of Flanders, "with the view," the Admiralty state, "to preventing the establishment of submarine-bases and establishments." Seen from below at a little distance, the start-out resembled—as our illustration opposite depicts—in the words of an onlooker, "a flight of wild

ducks." Taking place within a week of the day fixed for the opening of the German "blockade" by pirate submarines, the attack was specially important and was improved on four days later by a second raid with forty air-craft and eight French machines to prevent interference by the enemy aeroplanes from their nearest station.—[Drawn by John de G. Bryan from Material supplied by an Eye-Witness.]





**A HOME OF HEROES: IN HARWICH HARBOUR, ONE OF THE STATIONS WHENCE GERMANY'S "PIRATES" ARE HELD IN CHECK.**

Some six or seven years ago Harwich was made a naval base and a headquarters-station for our North Sea submarine and destroyer flotillas. The port, it may be taken for certain, has not lessened in its naval value during the war. It is strongly fortified. The importance of Harwich as a naval base, indeed, is at least as old as the days of the North Sea battles between Blake and Tromp, and in Nelson's

time it was the same—one of the stations for the home-guard squadron kept to hold in check the enemy squadrons established by Napoleon at Antwerp, and elsewhere on the North Sea. Our photograph, an evening scene in the estuary of the Stour, on which Harwich stands, shows a British cruiser guard-ship with anchored destroyers astern of her. Our photograph was taken before the war.—[Photo. by Lidstone.]





OF THE TYPE WHOSE SHAWLS AND PETTICOATS GERMAN SOLDIERS LOOTED: POLISH PEASANT WOMEN AND GIRLS IN NATIONAL COSTUME.

The sufferings of that part of Poland overrun by the Germans have been compared by Mr. Stephen Graham with those of Belgium. "Orders had evidently been given," he writes, "that everything serviceable was to be removed from the country—that no rag that might give warmth to the German soldiers in the winter campaign was to be left untaken. . . . Germans dead on the battlefield below

Warsaw were found to be wearing the clothing of Polish peasants under their uniforms. Some were found wearing Russian boots, and many carried women's cotton shawls and flannel petticoats. In many of the villages of Poland the people have buried their boots and spare clothes, with their money. . . . They say that the German soldiers come and pull the boots off their feet to put into their foraging sacks."





**CAPTURED GERMAN "THOROUGHNESS": A PORTABLE SEARCHLIGHT; A LIGHT-BALL PISTOL; AND A TRENCH-TURRET FOR A QUICK-FIRER.**

These three photographs of spoil in the hands of the French testify to German thoroughness in campaign-equipment. The first shows two French soldiers carrying as on service, the one a captured German portable oxy-acetylene searchlight, the other, its generating apparatus. The second photograph shows a light-ball pistol for night-attacks. The weapon shoots magnesium lights ahead or up into the air to a

distance of one hundred yards, irradiating the ground held by the enemy. In the third is seen a German armoured "trench cupola," or turret, containing a 50 mm. (or 2-inch) quick-firer. It was fitted with a gun-layer's seat and ammunition-rack, the cupola itself being revolved from inside with a wheel like a motor-car steering-wheel. The soldier holds one of the projectiles, and the breech-piece is at his feet.





ANCIENT BELGIAN ARCHERY USED FOR POSTAL PURPOSES: FIRING A LETTER ACROSS THE DUTCH FRONTIER BY BOW AND ARROW.

Since the Germans have strictly forbidden correspondence between this country and Belgium, even through neutral Holland, various means of communication have been adopted. Among others, the old Belgian sport of archery, still practised in most towns and villages—Bruges, for instance, has an ancient guild of archers—has been employed for conveying letters. The Germans, foreseeing this, confiscated all

the bows and arrows they could find, but many escaped them. The drawing shows an archer firing an arrow, with a missive attached, from Holland into Belgium across a canal forming the Dutch frontier. The arrow will be picked up by a hidden confederate on the other side. The time is twilight, and in the distance are Dutch and German sentries guarding a bridge over the canal.—[Drawn by A. Forester.]



## HOW IT WORKS:

## VI—THE PERISCOPE.

THE simplest sighting - apparatus for submarines was invented in 1854. This apparatus consisted only of a vertical tube that had a plane mirror set at each end at an inclination of 45 degrees from the perpendicular, and it contained the fundamental principle involved. In 1872 totally reflecting prisms were substituted for the reflecting mirrors, but in both of these forms it was necessary to use very short and wide tubes in order to cover a sufficiently wide field of view.

The next step was to employ a system of lenses in connection with the prisms; and this construction is shown in the illustration, which, however, is of a later and much-improved pattern. The question of the reversal of the image is provided for now by means of an "erecting-prism," which is located near the lower end of the apparatus. The part of the instrument-tube that carries this erecting-prism is connected by means of gears with the rotating-top of the instrument, that carries the upper prism and the objective, in such a manner that the erecting-prism turns with half the angular velocity of the top, which compensates for the difference of azimuth between the rotating upper-prism and the lower fixed prism. This erecting-prism reverses the image as it is projected through the instrument, and presents it to the observer in its natural position.

To enable the vessel to be steered by the observations made by the periscope, the officer-in-charge must have some means of knowing the exact relation of the line of sight of the instrument with the axis of the craft, and various devices have been employed for the purpose. In the earlier



THE EYE OF THE SUBMARINE: THE PERISCOPE.

models this was accomplished by a mark on the tube and a graduated circle inscribed on the deck, and also by a second graduated circle and index inside the tube, and visible to the observer. A later system, adopted when the lower part of the tube is fixed, and the upper part movable, makes use of two glass plates within the tube. One of these plates is inscribed with a graduated circle and is attached to the fixed lower part of the tube, while the other plate bears an index-mark and turns with the upper part of the tube.

The magnifying power usually found in these instruments is 1.5, but by the employment of special devices a power of from 5 to 6 magnifications can be secured temporarily. A more recent instrument contains a novel and valuable improvement that gives a sharp magnified image of the object sighted, surrounded by a view of the entire horizon on a smaller scale. This is accomplished by means of an annular lens that is located over the objective. Lenses of this sort were first employed in topographical work by Colonel Mangin, of the French Army. Long-continued observation with a periscope, using but a single eye, becomes fatiguing, and considerable relief can be secured by adjusting the instrument to throw the image on to a ground-glass screen, where it can be viewed comfortably; but this plan can only be adopted in very clear weather, and even then the grain of the glass screen is liable to obscure distant objects.

The very latest designs have a compass, and a telemeter-scale, by means of which the distance of the object can be determined, ingeniously combined with the periscope; and other developments are not impossible.—[By Courtesy of the "Scientific American."]





**IN ACTION AGAINST GERMAN SNIPERS: AN ARMOURD CAR BACKING TO ENGAGE THE ENEMY; WHILE TWO OTHERS HALT TO COVER RETREAT.**

An everyday episode at the front is the holding-up of an armoured-car patrol by German snipers while the patrol is scouring the country to harass the enemy. Armed with machine-guns, and protected by steel plating, the cars, manned by three or four marksmen, cover miles of country daily. They are continually engaged in running actions with the enemy, whether in small detachments in villages and

farmsteads, or as parties of snipers who have taken post in cottages or houses near the road to pick off passers-by. A motor-car patrol preparing to deal with one such nest of snipers forms the subject of our illustration. The car in the centre is seen backing down a side-road to deal with snipers in a house not far off. The other two cars are halting in readiness to cover a retreat if necessary.—[Photo. Alfieri.]





BOMBARDERS OF THE DARDANELLES: H.M.S. "CORNWALLIS" (1); AND THE FRENCH SHIPS "SUFFREN," (2); "GAULOIS" (3); AND "BOUVET" (4).

In the Admiralty's announcement regarding the bombardment of the Dardanelles forts, it was stated: "The forts at Cape Helles and Kum Kaleh were bombarded with deliberate long-range fire. Considerable effect was produced on two of the forts. Two others were frequently hit, but, being open earthworks, it was difficult to estimate the damage. The forts, being outranged, were not able to reply to fire. At

2.45 p.m. a portion of the battle-ship force was ordered to close and engage the forts at closer range with secondary armament. The forts on both sides of the entrance then opened fire, and were engaged at moderate ranges by 'Vengeance,' 'Cornwallis,' 'Triumph,' 'Suffren,' 'Gaulois,' 'Bouvet,' supported by 'Inflexible' and 'Agamemnon' at long range. The forts on the European side were apparently

[Continued opposite.





**BRITISH SHIPS THAT BOMBARDED THE DARDANELLES: "AGAMEMNON" (1); "VENGEANCE" (2); "TRIUMPH" (3); "INFLEXIBLE" (4).**

*Continued.]*

The operation was suspended owing to failing light. No ships of the Allied Fleet were silenced. . . . The "Inflexible," a Dreadnought battle-cruiser of 17,250 tons, was completed in 1908, and carries, with other armaments, eight 12-inch guns. She took part in the battle off the Falkland Islands. The "Agamemnon" (1908), 16,500 tons, carries four 12-inch guns; the "Cornwallis" (1904), 14,000 tons, carries

four 12-inch guns; the "Triumph" (1904), 11,800 tons, carries four 10-inch guns; the "Vengeance" (1901) 12,950 tons, carries four 12-inch guns. The "Suffren" (1903), 12,527 tons, and the "Gaulois" (1899), 11,082 tons, each carry four 12-inch guns; the "Bouvet" (1898), 12,007 tons, carries two 12-inch guns.—[Photo. of the "Suffren" from F. T. Jane's "Fighting Ships"; the rest by Cribb, Abrahams, Bar, and C.N.]



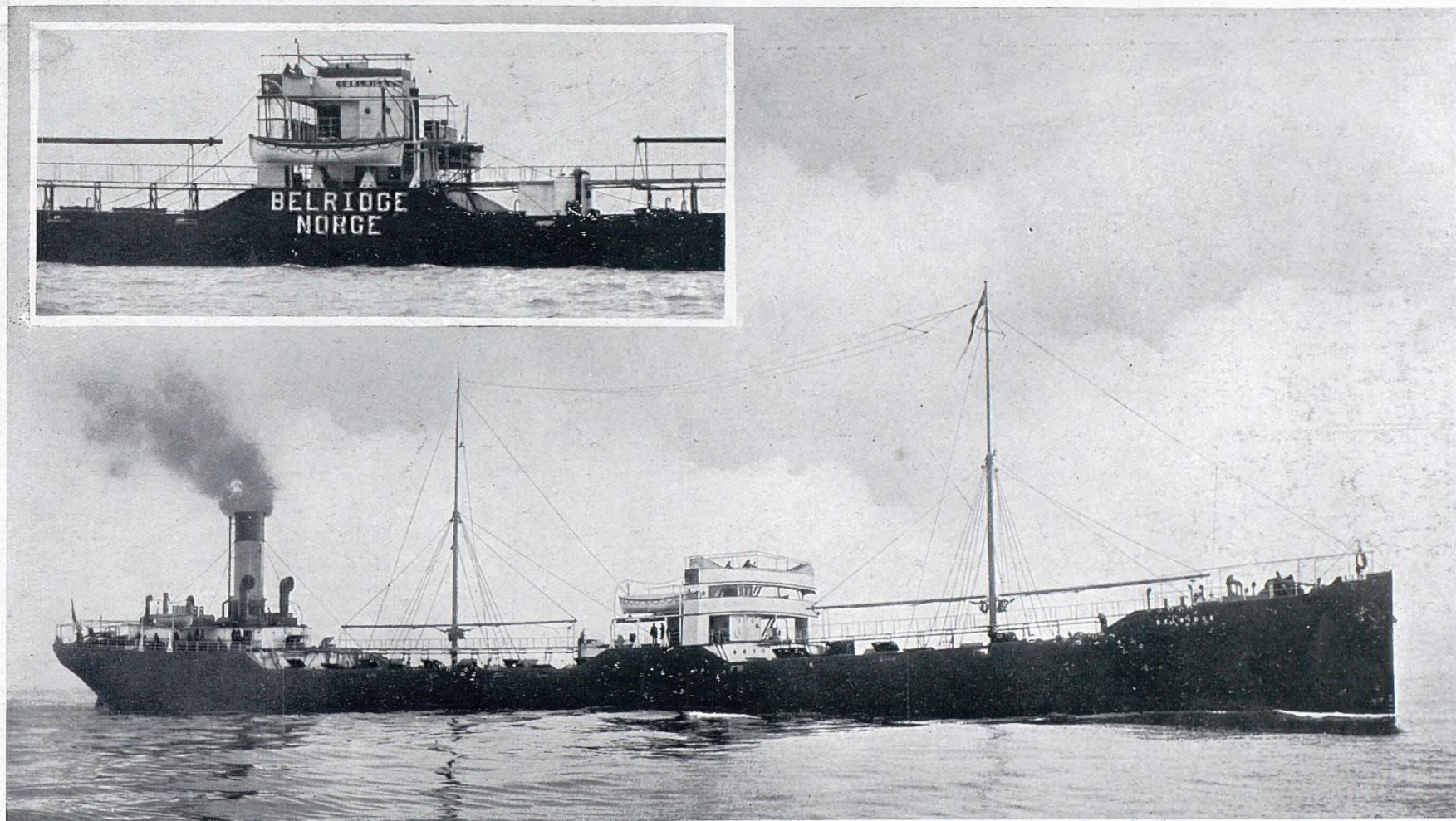


THE STRAITS WHOSE CAPTURE WOULD REDUCE OUR FOOD PRICES: THE DARDANELLES—RECENTLY BOMBARDED BY BRITISH AND FRENCH BATTLE-SHIPS.

The Admiralty announced on February 20 that the Turkish forts at the entrance to the Dardanelles had been bombarded by "a British fleet of battle-ships and battle-cruisers, accompanied by flotillas, and aided by a strong French squadron, the whole under the command of Vice-Admiral Sackville H. Carden. . . . No ships of the Allied fleet were hit. The action has been renewed this morning after aerial reconnaissance."

It has been pointed out that the closing of the Dardanelles, with the consequent stoppage of exports, from the Black Sea, particularly of Russian wheat, has had a considerable influence on the price of food in this country. It has also prevented imports from reaching Russia by sea; therefore, the operations at the Dardanelles are of peculiar interest and importance.—[Photo. by Fradelle and Young.]





THE FIRST NEUTRAL VICTIM OF GERMANY'S PIRATE SUBMARINES: THE NORWEGIAN STEAMER "BELRIDGE," TORPEDOED OFF FOLKESTONE.

The Norwegian oil-tank steamer "Belridge," of 7000 tons, with a crew of thirty hands, was the first neutral victim of the German pirate submarines in British waters. She was torpedoed at 1 a.m. on February 19, off Folkestone, while on the way from New Orleans to Amsterdam with petrol. Fortunately, "the Belridge" was able, with assistance, to reach the Downs. There was no loss of life. By

the courtesy of Sir James Laing and Sons, Ltd., the builders, we give the above view of the "Belridge." The inset illustration of the plain marking of the ship's name and nationality by letters painted on the side amidships, proves that the ship's neutral character was clear for the pirates to see.—[Photos. by Frank and Sons, and Alfieri.]





THE FOOTBALLERS' BATTALION AND THE CHURCH: THE BISHOP OF BIRMINGHAM CONDUCTING A SERVICE AT THE WHITE CITY.

It is interesting to notice the change which has come about, since the outbreak of war, with regard to the attitude of sport-lovers in general and footballers in particular. Incidentally, it is an instance of how easy it is to be unjust in jumping at conclusions. No sport-lovers were more held up to something like contempt than those who continued to attend football matches, instead of enlisting. And now we

have a Footballers' Battalion, smart, well-set-up, and patriotically keen on their duty. The Battalion is one of the most useful of the branches of the new Army, and the Footballers are proving themselves particularly alert in shaping for their work. Our photograph shows the Battalion at a Church service conducted by the Bishop of Birmingham, Dr. Russell Wakefield.—[Photo. by S. and G.]





FOLLOWING THE EXAMPLE SET BY KING GEORGE: ONE OF THE KAISER'S CARRIAGES TAKING CONVALESCENT GERMAN SOLDIERS FOR A DRIVE.

In Germany, as is the case among ourselves in London and elsewhere, most of the well-to-do people, owners of carriages and motor-cars, are lending these for taking convalescent soldiers and sailors out for drives. King George, whose carriages are frequently at the disposal of the war-hospitals, having led the way, the Kaiser is following suit in Berlin and Potsdam. Our illustration shows one of the

Imperial carriages taking convalescent German soldiers out for an airing in the Park of the Palace of Sans Souci, at Potsdam, which the Kaiser uses as his summer residence. Frederick the Great, it may be added, by the way, built the Palace and gave it its French name. That, apparently, has not come under the ban on everything French!—[Photo. by Newspaper Illustrations.]





AN ACTION IN WHICH AN AUSTRIAN BRIGADE CLAIMS TO HAVE DEFEATED TWELVE RUSSIAN BATTALIONS: THE VLADOVICE FIGHT.

This battlefield scene, from a German illustrated paper, purports to be a sketch by an officer at the action of Vladovice, during the present campaign in the Carpathians, where an Austrian brigade claimed to have defeated twelve Russian battalions and taken 1000 prisoners. The Austrians are shown as charging from their trench: through their wire entanglements, to repulse the Russian skirmishers with

the bayonet. On the left, near a wrecked wayside chapel, is seen the brigadier, with staff officers near by, watching through his glasses the salvos of bursting shrapnel which make so effective a background to the scene. Characteristic features of the Southern Galician landscape are the masses of isolated rock which thrust themselves up amidst the plain like huge fangs.